

MINUTES
HAMILTON COUNTY AIRPORT AUTHORITY
NOVEMBER 13, 2008
Commissioners Courtroom
One Hamilton County Square
Noblesville, Indiana

The Hamilton County Airport Authority met on Thursday, November 13, 2008 at 6:30 p.m. Secretary Rauch called roll and declared a quorum present of Allyn Beaver, Tom Kapostasy, Don Silvey, Tim Tolson and Scott Alexander. Ted Moran arrived late.

Approval of Minutes

Kapostasy moved to approve the minutes of October 2, 2008. Tolson seconded. Motion carried unanimously. (4-0)

President's Report

FAA Meeting

Silvey reported members of the Board met with the FAA (Federal Aviation Administration) at the AAI (Aviation Association of Indiana) Conference. The FAA is considering giving Hamilton County funding in 2010 for rebuilding the runway.

Committee Reports

Community and Public Relations

Tolson stated the Community and Public Relations committee will meet to discuss the marketing plan for 2009 before moving forward with an agreement with Willow Marketing.

Kelly Sutter of Willow Marketing presented a Letter of Engagement for 2009. Their marketing plan includes:

- Communication plan in support of the 2008 Survey results
- Continuation of efforts in improving public awareness
- Continuation of efforts to network and extend public relationships with the Hamilton County Convention and Visitors Bureau (HCCVB).
- Serve as consultant for public and community relations efforts involving the IEA (Indianapolis Executive Airport).
- Support with media relation efforts for IEA activities.

Mike Howard requested the Letter of Engagement be revised to include the fixed compensation. In 2008 part of Willow's funding was from an HCCVB grant. Kapostasy stated the 2008 contract was for 20 hours of billable time per month for a total of \$22,800.

Indianapolis Executive Airport

- New brochures have arrived.
- Dan and Andrea Montgomery attended the State Chamber of Commerce dinner and Andrea attended several state level board meetings to promote

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the importance of aviation. The Indiana Chamber of Commerce, as part of their legislative agenda, is to push for funding a line item in the INDOT (Indiana Department of Transportation) Aeronautical Division budget to match any and all FAA funding.

- Montgomery's attended several conferences in October including the National Dispatchers Conference where they spoke with several people who are ordering their fuel in pounds instead of gallons. They are still hearing that people do not realize Indianapolis has an executive airport.
- Montgomery's attended the Conexus roundtable to help draft a plan for future logistics in the State. Conexus believes aviation plays a significant role in the State's economy and they believe aviation will be part of the plan presented to the Governor.
- Third quarter financials are complete and Andrea requested she be allowed to hold the third quarter payment. She will discuss the fourth quarter payment with Silvey and Kapostasy.
- New road airport signs have been installed and the Boone County Sheriff will continue to monitor and investigate the thefts of the signs.
- The Safe Trick or Treat event was a success with 40 children attending. It will be continued next year.
- A pitch-in was held for the Eagle Flyers and it was a success with over 50 diners attending.
- A Certificate of Insurance for Montgomery Aviation, Inc. and Solutions Air Charters, LLC has been distributed to all necessary parties.
- Quarterly Income was forecasted at \$38,950 (excluding farm income) and \$38,785 was collected. Year to date income was forecasted at \$116,852 with a total collected of \$108,450.
- Fuel fees were forecast at \$24,377 with actual fees at \$23,002 for the period. Year to date fuel fees forecasted at \$73,131 with an actual at \$68,537.
- Expenses are being kept down.
- Fuel deliveries year to date are 388,747 gallons compared to 503,020 for the same period in 2007.
- EPA Analysis was passed for all periods.
- Fuel prices are decreasing but fuel is still in the ground, which was purchased at a higher price.

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Utility Communications Hangar

Scott Eiker of Design Build, stated Utility Communications, would like to build a hangar/office at IEA. Utility Communications handles communications for utility companies with their specialty being trunking networks. They would like to build a 3,000 square foot office with a 6,400 square foot hangar. They are planning on moving their corporate office to IEA. Initially there will be eight to nine employees with a total of 12 employees.

Chris Snyder stated the FAA would not have any problem with the office and hangar as long as the office is connected to the hangar. The office should be kept on the land side, where there is roadway access. Silvey stated the airport's policy is a 10,000 square foot minimum. Eiker stated this will be a steel structure and he does not have a problem with the 10,000 square foot minimum. Dan Montgomery stated there is a site where Montgomery's were going to build a hangar that is ready. Snyder stated he likes that site due to its proximity to the office and parking. It may impact the other hangar, but he would have to look at the footprint. Snyder and Eiker will meet. Howard stated two issues are the office use which has to be an integral part of the hangar and the length of the land lease. Howard can forward a sample lease to Utility Communications. Howard stated the site work will have to be paid for by the client and will include whatever it takes to get to the existing taxiway.

Farm Ground

Dan Montgomery reported Bailey will have the farm lease payment paid by November 15, 2008. Bailey will have the bean stubble removed by February 2009, which is when he has to be off of the property. John Artman, the new farmer, would like a staked survey of the boundaries. Woolpert will take care of the staking.

Aviation Systems Maintenance Incorporated

Dan Montgomery requested approval of the renewal of the ASMI (Aviation Systems Maintenance Incorporated) contract for 2009. The contract is for \$18,000 annual to be billed at \$1,500 per month. *Kapostasy moved to approve. A. Beaver seconded. Motion carried unanimously. (5-0)*

Woolpert Engineering

CIP (Capital Improvement Program)

Snyder stated the CIP (Capital Improvement Program) is due February 1, 2009 to the State. Snyder recommended a pre-meeting before the December Board meeting to review the plan with final approval scheduled for January 2009.

MINUTES
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NOVEMBER 13, 2008
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Local Projects

Crack Seal

Reese Seal Coating has completed the crack seal project and has requested payment of their final invoice in the amount of \$28,579.00. *Kapostasy moved to approve. Tolson seconded. Motion carried unanimously. (5-0)*

Categorical Environmental Approvals

The FAA has indicated we need to do some additional field study to obtain approval of Categorical Environmental Approvals in regards to development at the airport.

Pay Requests

Snyder requested approval of a pay request from Woolpert's General Services Contract in the amount of \$3,728.75 and completion of the SWPP (Stormwater Preparation Plan) in the amount of \$1,365.00. *Kapostasy moved to approve payment of these two invoices. Tolson seconded. Motion carried unanimously.*

Airfield Electrical Rehabilitation

Bids were opened for the emergency airfield electrical rehabilitation on October 17, 2008. Base Bids were:

- Michiana Contracting, Inc. - \$128,316.00
- Quad-J, Inc. - \$154,935.00
- The Hoosier Company, Inc. - \$147,011.50.

The bid was awarded to Michiana Contracting. The first phase (replacement of existing cable) has been completed with the equipment being ordered and anticipated light installation to begin in early December with the Regulator and PAPI (Precision Approach Path Indicator) in mid-December.

Snyder requested approval of a Woolpert pay request in the amount of \$24,997.50 for the initial site investigations, studies, recommendations and bid document preparation. *Kapostasy moved to approve the pay request. Tolson seconded. Motion carried unanimously. (5-0)*

2009 Projects

Snyder presented a list of proposed 2009 Projects:

- Amendment to Woolpert electrical airfield study to cover the construction inspection, management and as built services
- Runway 18-36 Reconstruction - Phase I (Preliminary Engineering). Is FAA reimbursable.
- Corporate Taxiway – Phase I (Design)

MINUTES
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- Apron Lighting – Quad-J will still honor their quote on the apron lighting project.

Silvey stated funding is available from the 2008 budget for these projects.

Kapostasy moved to approve the four local projects as listed as well as up to \$20,000 for the electrical airfield site inspection study at a total of \$153,100 which is within the remaining \$180,000. Beaver, A. seconded. Motion carried unanimously.

Master Plan Environmental Overview

Snyder presented the Environmental Overview chapter in the Airport Master Plan. This is not a detailed environmental approval overview; there is a Master Plan overview that looks for significant impacts.

The Master Plan is prepared to support the expansion and sponsors strategy of the development of the airport for 10, 15 or 20 years. The Master Plan provides the framework for the ultimate development of the airport and to consider all of the factors that go in to the development as best as we can. This is not a full design or full initiative of the project; this is from a planning perspective only.

To date the following items have been completed in the Master Plan

- Existing Conditions
- Aviation Forecast
- Environmental Considerations
- Alternative Development

Items to be completed:

- Airport layout plans
- Facility implementation plan

Environmental Overview is a chapter of the Master Plan that is written to identify the potential of the significant impacts with 17 to 18 categories. All comments received have been incorporated into the Environmental Overview.

The airport does have wetlands that are inside the airport and next to the airport and have a risk of significant impact and have to be mitigated. It will not be possible to avoid all of the wetlands but the most significant ones have been identified.

Noise Analysis

Jeffrey Jackson of Landrum & Brown presented an overview of the noise analysis of IEA. (The full noise analysis can be found in Appendix I in the Airport

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Master Plan.) Day-Night Average Sound Level (DNL) is the metric of choice in the airport world. It is used to define noise contours of equal exposure. All federal agencies have adopted DNL as the metric for airport noise analysis. DNL is a 24-hour time-averaged sound exposure level with a 10dB (decibel) nighttime (10:00 p.m. to 7:00 a.m.) weighting. The noise contours for existing conditions were based on the current fleet mix and operations level at the airport. The future contours are based on the existing airport layout conditions and for a 1,500 foot extension to the south end of Runway 18-36 by 2013, an additional 700 foot extension to the south end of Runway 18-36 by 2020 and the addition of a 4,400 foot crosswind runway in 2020. The existing conditions airport noise contour 65 DNL is approximately 355 acres. The future 2013 conditions airport noise contour 65 DNL is approximately 414 acres, the future 2020 noise contour 65 DNL is approximately 511 acres and the future 2027 noise contour 65 DNL is approximately 631 acres. The 65 DNL airport noise contours for the alternative studied remain mostly on current airport property or on property proposed for purchase if the alternative were to be developed. Union Elementary School is approximately 8,300 feet south of Runway 18-36, and the 65 DNL noise contour does not reach this school in 2027 with either the 7,000 foot runway or the 7,700 foot runway alternatives. In 2006 the peak noise levels at the school are at 95-96dB; in the future it will be 97dB, which is a one to two dB increase which is not noticeable to most people. The amount of occurrences compared to 2006 found there are fewer occurrences; the noise level does not increase and the frequency decreases. How can you have more operations at an airport but the noise frequency go down? Jackson stated the fleet mix has newer aircraft which has new technology that make the aircraft quieter. Alexander asked if any modeling was done with a partial project, such as expanding the runway to 7,700 feet and not have a crosswind runway and if so how does that relate to the school? Jackson stated they did modeling on current conditions, a runway extension of 1,500 feet with no crosswind runway, a crosswind runway was added and the final model was another 700 feet added to the existing runway with the 1,500 feet added. With each scenario there was some increase in noise but with no action it would be louder anyway, the increase in noise was attributed to the increase in the activity level at the airport. There was no increase in the noise level attributed to the proposed projects of the crosswind runway or the runway extensions. The reason for that is that the crosswind runway will be used for smaller aircraft.

Alexander asked what is the percentage of operations assigned to the crosswind runway verses to the long runway? Jackson estimated it was 15% and only smaller aircraft were assigned to the crosswind runway due to the runway length.

MINUTES
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Moran clarified that the reason for the proposed crosswind runway is to allow the light aircraft to enjoy the performance characteristics of the light aircraft; they will take off and land into the wind. Currently they are fighting the crosswinds. Light aircraft will not use the crosswind runway exclusively.

Silvey stated neither the 60 DNL nor 65 DNL reach the school. Snyder stated if you are located within the 65 DNL and there is greater than 1 1/2 DNL change between the installations of a project or even if you are in the 65 DNL you are considered significantly impacted by that noise. If you are outside that contour, which the school is, there is not a significant change between the noise levels of the proposed developments and is outside the 65 DNL and it is not considered a significant impact with action needed to be taken. Silvey confirmed with Jackson that the proposed increase in runway lengths have significant impact on the school. Jackson stated correct. Silvey stated one of the discussions has been the weight of the aircraft on take off, if the weight increases from 60,000 lbs to 75,000 lbs would the difference in weight impact any noise study? Jackson stated no, weight does not impact the noise level.

Moran asked what impact would a set of procedures implemented and monitored by an air traffic control facility have on the containment of the decibels? Jackson stated ultimately how can you affect the runway use at the airport? Jets would not be able to land on the crosswind runway, so that can be ruled out. Aircraft could land from the north and the contour would be reshaped. Moran stated in the case of IEA the aircraft could be held down to 2,500 feet at departure to clear air traffic in the area. That sound, is not controllable by anybody except Indianapolis Approach Control. Snyder stated it will take a significant change to make a significant change in the noise contours. If there was a change in a directive it could happen but it would take something big. Snyder stated that does not change the number of operations or how this is modeled. Jackson stated two like sounds is 3dB. It would take twice the number of operations at the airport to increase the noise by 3dB. Silvey stated whether the crosswind runway is there or not there, is there any impact on the school? Jackson stated no because the runway is utilizing the smaller aircraft.

Alexander asked if there is a value for the highest LMAX that the school would perceive? Jackson stated the 97dB is the highest the school would perceive.

Snyder stated there is nothing flagged in the Master Plan as significant in the environmental impact analysis. The airport authority will need to approve the final airport layout plan development for the terminals and the airfield. Once the layout

MINUTES
HAMILTON COUNTY AIRPORT AUTHORITY
NOVEMBER 13, 2008
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plan is approved the Master Plan can be closed. Each project will require a full environmental study in addition to the environmental analysis.

Kapostasy moved to approve an invoice payable to Woolpert in the amount of \$42,687.33 on work for the Master Plan. Tolson seconded. Motion carried unanimously. (5-0)

Public Comments [7:32]

Ms. Jane Burgess, Zionsville School Board member, asked for clarification that the study in 2006 had a decibel of 95 to 96 and with the current study the project extension of the runway to 7,700 feet and with the crosswind runway the noise level was only increased to 97 decibels? Jackson stated that is the maximum single LMAX, not the average. Burgess asked what is being considered for taking off and landing for safety for the school located south of the airport? Snyder stated as part of the Master Plan development that has been reviewed and recommendations with FAA guidance have found that even with the proposed development of 7,700 feet did not change the zoning that was recommended in the HNTB report. There is no change in the existing position to the proposed position. Snyder clarified that the zoning classification is more modeling classification for the FAA, it is not land use zoning. Burgess stated it does not sound that there will be a significant impact on noise but from a safety standpoint has it been considered to have planes taking off and landing from the north? Snyder stated at this point it has not been considered. From a Master Plan standpoint there are existing conditions (wind) that would not warrant that approach, especially the precision approach that aircraft would have to use. The instrument landing system that exists at the airport comes from the south, not the north. If there is a vision or weather problem the pilots are going to prefer using the instrument landing system from the south. It is the pilots' priority to take off into the wind and land into the wind. Burgess stated during this time of planning to expand the runway, can this approach(north) be considered? Snyder stated they are exploring the approaches by using a GPS approach. Silvey stated the GPS approach from the north is scheduled for FAA approval in 2010. The equipment has to be available on the aircraft.

Brad Beaver asked if the models showed a significant change in the noise level from before the school was built and now? Snyder stated the school was built in 2006 and there was not a big change. There was a big change in 2001 when Montgomery's built their hangar.

MINUTES
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Silvey stated everything spoken about is alternatives for the Master Plan working towards developing the Airport Layout Plan for approval by the FAA. Until we get past the AOP and FAA, everything discussed now is in the study phase only.

Kapostasy moved to approve the recommended alternative as reviewed this evening for submission of an airport layout plan to the FAA for their review and approval. Moran seconded. Motion carried unanimously. (5-0) Snyder stated the FAA still needs to review the plan and send back its comments. Tolson noted in the past the glider club was located at the airport and complaints were recorded at the airport on the tow planes used by the glider club along with complaints about the crop dusters. The crop dusters were not located at the airport and the gliders are no longer located at the airport.

Snyder noted that there is a concern that there would be a disturbance to the school with an LMAX of 90 or greater because at take-off the DNL would be greater than 65. It is important to speak with the school board to let them know that the FAA does not warrant that as a significant impact because it is not greater than on a 1.5 or 3dB level. Silvey asked if the model has a margin of error? Jackson stated no, there are too many variables.

Next Meeting

December 4, 2008 with a pre-meeting at 5:30 p.m. for discussion of the CIP and the marketing agreement. The regular meeting will begin at 6:30 p.m.

2009 Meeting Schedule

Silvey asked the Board to review the 2009 Meeting Schedule for approval at the December meeting.

Legal Counsel

Refinancing

Howard stated Indianapolis Executive Airport LLC, Montgomery Aviation, Daniel and Andrea Montgomery are refinancing. Howard requested approval of an Estoppel Agreement for their refinancing. Howard requested a motion to approve the President and Secretary sign the closing documents. *Kapostasy so moved. Tolson seconded. Motion carried unanimously. (5-0)* Tolson moved to appoint Don Silvey to appear at the closing. *Kapostasy seconded. Motion carried unanimously. (5-0)*

Silvey adjourned the meeting.

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Others Present

Michael Howard, Attorney
Brad Beaver, County Council Liaison
Chris Snyder, Woolpert Engineering
Dan Montgomery, Montgomery Aviation
Andrea Montgomery, Montgomery Aviation
Carl Winkler, Montgomery Aviation
Kelly Sutter, Willow Marketing
Ray VanSickle,
Scott Eiker, Build Design
Rob Annis, Indianapolis Star
Jeffrey Jackson, Landrum & Brown
Ray Rice
Evan Yoder
Michelle Barrett, Zionsville Town Board
Jane Burgess, Zionsville School Board
Josh Mager, Fishers
Kim Rauch, Secretary

APPROVED

ATTEST

Don Silvey, President

Kim Rauch, Secretary

Date: _____

Date: _____